BIG BANANA

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BB600 instruction manual

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SAFETY FIRST!

For your safety, read this user manual before using the scan tool. Read your vehicle's service manual and follow all safety precautions.

DO NOT CONNECT, OR DISCONNECT, THE SCAN TOOL TO YOUR VEHICLE WHILE THE IGNITION IS ON. DOING SO CAN DAMAGE YOUR VEHICLE'S ELECTRONICS.

Make sure the parking brake is engaged. For an automatic transmission, make sure the transmission is in park. For manual transmissions, make sure the transmission is in neutral and the parking brake is set.

The ignition must be in the OFF position prior to connecting/ disconnecting the scan tool. Failure to do so could damage the scan tool and the vehicle's electronic components.

When the engine is turned on, operate the vehicle in a well-ventilated area.

Wear protective gear such as ANSI safety glasses, proper clothing, and gloves.

Be aware of fast moving parts such as belts, fans, and other moving components. Always remain at a safe distance while the engine is running.

Do not touch hot engine parts. Serious burns can happen if proper protective gear (safety gloves, safety glasses) are not worn.

Never smoke or have open flames around a vehicle that is being tested. Fuel and battery fumes are extremely flammable and can cause an explosion.

Never leave tools on a vehicle's battery.

When working around airbag components or wiring, follow the vehicles' safety manual for instructions. Unintended deployment of an airbag can cause serious injuries and even death. Be aware that an airbag can still deploy several minutes after the ignition is turned off.

To preserve the electronics of your handheld scanner, only connect one device at a time to your vehicle's Data Link Connector (DLC) port. Using another device, with more than a 10 megohm impedance, can damage your scan tool and vehicle.

vehicle inspection

This scan tool is designed to read your vehicle's emissions-related faults and retrieve fault codes related to a malfunction with these systems.

Simple mechanical problems can cause poor engine performance and trigger fault codes. Look for low oil levels, damaged hoses, broken or loose wiring & electrical connectors, dirty air filters and spark plugs. All known mechanical problems should be resolved before an accurate test is administered. Refer to your vehicle's service manual or consult a certified service technician for additional information.

Check the following before performing any tests:

Check the engine coolant, power steering, transmission and other critical fluids for accurate levels.

Inspect the air filters and filter housings, check for holes, rips and cracks or other objects that may block airflow.

Inspect the engine belts for proper operation.

Inspect all the engine sensors are connected correctly.

Inspect all spark plugs.

Check for damaged, loose, disconnected or lost electrical wiring.

Ensure all electrical harnesses are connected properly and no wiring is exposed.

Inspect the battery terminals and ensure they are clean.

controls

A **Vehicle Diagnostic Port:**
OBDII -16PIN

B **LCD screen:**
Backlit LCD display

C **Enter Key:**
Confirms a selection of a menu list and operates it

D **Escape Key:**
Returns to the previous screen

E **Directional Arrows:**
Up / Down
Moves the cursor up or down
Left / Right arrow:
Turns the pages

tool description

Functionality:

- Compatible with all 1996 and newer cars, light trucks and SUV's.
- Communicates with all OBD II protocols: VPW, PWM, ISO, KWP 2000, and CAN
- Temporarily resets and clears the check engine light (CEL).
- Displays diagnostic trouble codes (DTC) and definitions.
- Retrieves, displays and clears Generic and Manufacturer Specific Codes, Multiple Codes and Pending Codes.
- Reads and displays Live Data.
- Reads and displays Freeze Frame Data.
- Tests I/M Readiness (Inspection/Maintenance).
- Reads and displays VIN number, CVN and Cal ID.

Dimensions and Specifications:

Display: Backlit LCD pixel display.

Operating Temperature: 0 to 50 Celsius (-32 to 122 Fahrenheit)

External Power: 10.0 to 15.5 volts provided via vehicle battery

Dimensions: 120mm Length, 70mm Width, 20mm Height

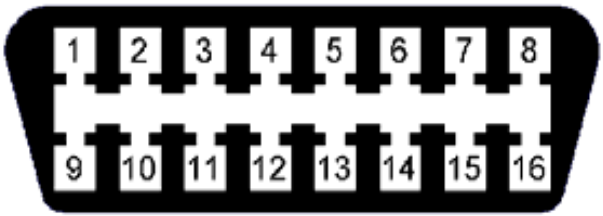
OBDII Cable Length , 720mm(59.99")

getting started

Where is my vehicle's OBD connector?

All cars manufactured for sale in the US since 1996 were mandated, by Federal Law, to have an OBDII diagnostic port. The connector must be located within three feet of the driver and must not require any tools to be revealed. Please view the following image of an OBD II connector. This connector is normally located under the dashboard and above the gas or brake pedal. Simply look under the dashboard or run your hand along the bottom edge of the dashboard until you "feel" the connector. In some instances, the port is located behind the ashtray.

For more information, please visit:
http://www.obdclearinghouse.com/oemdb



getting started

Diagnose Menu

Once the OBDII cable is connected properly, the BB600 will automatically power on and displays the Diagnose Menu.

The Diagnose Menu allows the user to select Opton #1 **(Diagnose)** or Option #2 **(Settings)**.

Selecting Option #1 (**Diagnose**) allows the user to diagnose Trouble Codes, erase Trouble Codes, view Live Data and Freeze Frame Data, I/M Status, VIN Information and Oxygen Sensor

System Set Up Menu

Selecting Option #2 (**Setting**) displays the System Set Up Menu.

To adjust the contrast:

1. On the System Setup Menu, select Option #1 **(Contrast)** and press the ENT (Enter) button.
2. Press the Up/Down arrow keys to select desired Contrast.
3. Press the Enter key.

Important Note:
Menu functionality should be completed and set before diagnosing vehicle trouble codes.

operation instructions

IMPORTANT:
CONNECT THE BB600 UNIT TO YOUR VEHICLE'S 16 PIN DATA LINK CONNECTOR BEFORE TURNING THE IGNITION TO THE ON POSITION.

DISCONNECT THE BB600 ONLY AFTER YOU HAVE TURNED OFF YOUR VEHICLE'S IGNITION.

Connecting the BB600

1. Turn the ignition off.
2. Locate the vehicle's Data Link Connector (16 pin).
3. Connect the OBDII cable to the vehicle's Data Connector.
4. Turn your vehicle's ignition to the ***on*** position. Do not start the engine.
5. The scan tool will auto start and the startup diagnose screen will display.

operation instructions

Diagnose Menu

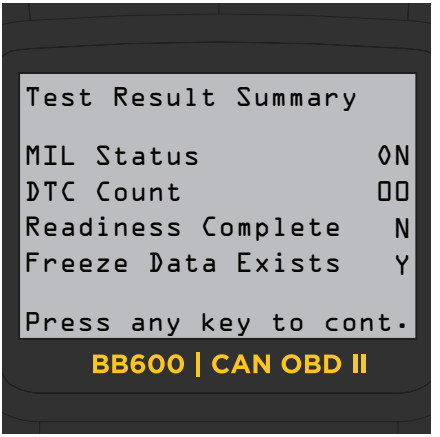
1. Press the Up/Down arrow keys and select Option #1 **(Diagnose)**

1. Once the **Diagnose** option is selected, press the Enter key.

operation instructions

Diagnose continued:

The Test Result Summary page will display.



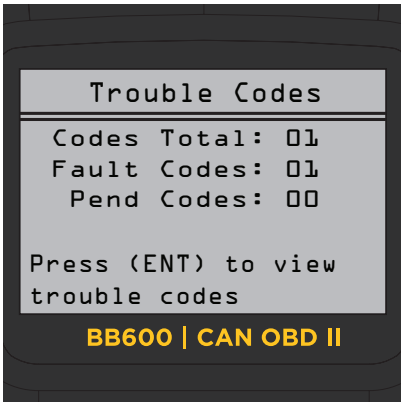
Press any key to display the Vehicle Diagnosis Menu

How to display Trouble Codes:

1. Select Option 1 **(Trouble Codes)** and press the ENT (Enter) key.

operation instructions

Trouble Codes continued:



The ***Trouble Codes*** function reads your vehicles' Diagnostic Trouble Codes (DTCs) from the vehicle's computer modules.

Reading Trouble Codes:
When viewing codes, the scan tool displays both Diagnostic Trouble Codes (DTC) and Pending DTCs.

A DTC indicates a malfunction is present. It must be present for a sufficient amount of time before the tool will display a Diagnostic Trouble Code, and a Malfunction Indicator Light (MIL). MIL is also known as , Service Engine Soon or Check Engine Light.

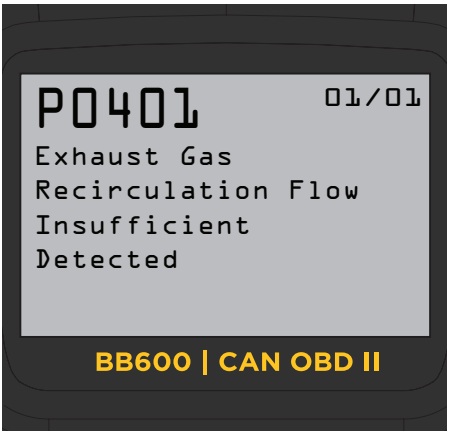
MIL codes will remain stored in the vehicle's memory until the fault is repaired.

Pending DTC codes, are also known as, "continuous monitor" and "maturing codes." An intermittent fault will cause the vehicle's computer to store a code in memory. If the fault does not occur within 40 warm-up cycles, the code will be cleared from memory. If the fault occurs a specific number of times, the code will mature into a DTC and the MIL will turn on.

operation instructions

Trouble Codes Continued:

1. Press the ENT key to view trouble codes
2. If there are 2 or more trouble codes listed, press the UP/Down arrow keys to move between the codes. Select error code and then press the ENT key.



If there are factory definition error codes, the corresponding information will be reported on the display.

If the Factory Definition error code is vehicle specific, select the corresponding car model to interpret the error code displayed.

Erasing Trouble Codes

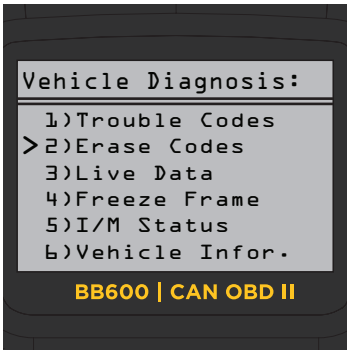
The Erase function removes DTC Codes and Pending Codes. Freeze Frame Data may be affected, however it depends on the vehicle. The I/M Status will register as **not ready.**

Important Note:
The Check Engine Light and Trouble Codes will come back on if the issue(s) is not resolved.

Erasing Trouble Codes continued:

How to erase Trouble Codes:

1. Press the ESC (Escape) key.
2. Select ***Erase Codes*** (Option 2) and press the ENT key



A confirmation message appears asking if all trouble codes are to be erased.

Use the Up/Down Arrow keys and select yes or no.

A confirmation message will appear when all fault codes have been erased successfully.

operation instructions

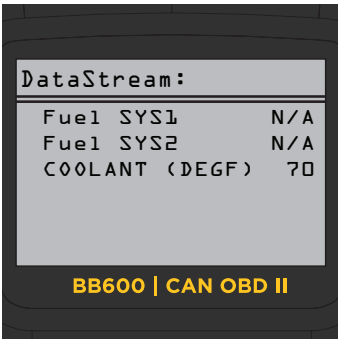
Viewing Live Data

Live Data reads certain sensors in real time such as RPM, Engine Coolant, Temperature, Vehicle Speed, Oxygen Sensor Data, O2 Voltage, Temps, MAF and more.

How to view Live Data:

1. Press ESC key to return to the Vehicle Diagnosis menu.
2. Start Engine.
3. Select ***Live Data*** (option 3) and press the ENT key.

Your vehicle's live data feed has multiple screens. Press the UP/Down arrow keys, on the keypad, to toggle through the following pages of monitored vehicle data.



Important Note:
A full list of abbreviated live data codes are listed in Appendix A

operation instructions

Viewing Freeze Frame Data

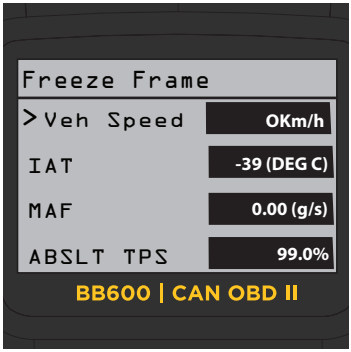
Freeze Frame Data is merely a snapshot of the engines condition at the time of an emission-related fault. When an emissions-related fault occurs, certain vehicle conditions are recorded by the on-board computer. This information is known as freeze frame data. Sometimes this data can be overwritten by faults. with a higher priority.

How to view Freeze Frame Data:

1. Press ESC key.
2. Select ***Freeze Frame*** (option 4) and press the ENT key.

Important Note:
A full list of abbreviated codes are listed in Appendix A

Your vehicle's freeze frame data feed has multiple screens.
Press the Left/Right arrow keys, on the keypad, to toggle through the following pages of monitored vehicle data.



operation instructions

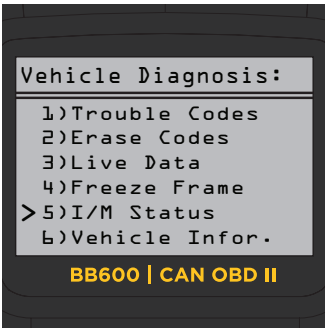
Viewing I/M Status

I/M (Inspection/Maintenance) status is a snapshot of the emission systems operations for all OBDII Vehicles - Misfire Monitor, Evap System Monitor, Oxygen Sensor Monitor, and the EGR System Monitor just to name a few.

This function will indicate **ok, inc (incomplete), or n/a**. To reach ready or ok status, the vehicle has to complete an entire drive cycle. A drive cycle varies from one vehicle to the next; however, the vehicle has to be driven, under proper conditions, long enough to reset the status to ready. If a Ready status has been reached, then the vehicle is ready to pass an emissions test.

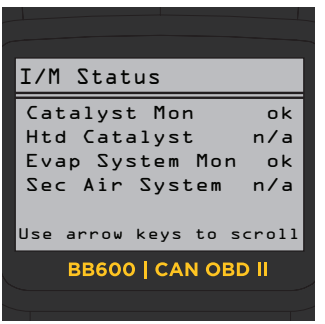
How to view the I/M status:

1. Press ESC key.
2. Select ***I/M Status*** (option 5) and press the ENT key.



Refer to the next page for a full list of abbreviated names

Your vehicle's I/M data feed has multiple screens. Press the Up/Down arrow keys, on the keypad, to toggle through the following pages of monitored vehicle data.



operation instructions

Below is a list of the abbreviated I/M data

Abbreviated Name	Expanded Name
I/M	Inspection/Maintenance
MIL Status	Malfunction Indicator Lamp Status
Misfire Monitor	Misfire monitor
FUEL System Mon	Fuel System Monitor
Com Component	Comprehensive Components Monitor
Catalyst Mon	Catalyst Monitor
Htd Catalyst	Heated Catalyst Monitor
Evap System Mon	Evaporative System Monitor
Sec Air System	Secondary Air System Monitor
A/C Refrig Mon	Air Conditioning Refrigerant Monitor
OXYGEN Sens Mon	Oxygen Sensor Monitor
Oxygen Sens HTR	Oxygen Heater Sensor Monitor

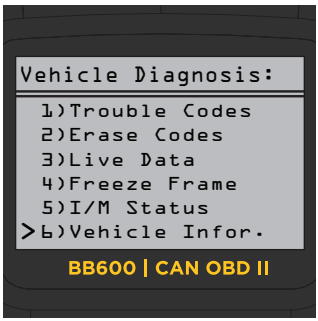
Viewing Vehicle Information

The vehicle information function allows the scan tool to retrieve the vehicle's VIN Number, Calibration ID, Calibration Verification numbers and in use performance tracking.

How to view Vehicle Information:

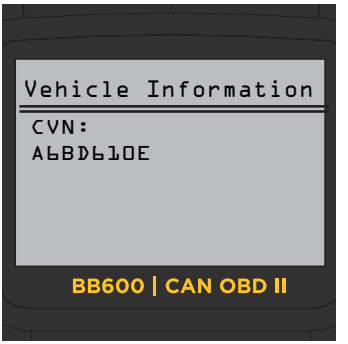
1. Press the ESC key.
2. Select ***Vehicle Information*** (option 6) and press the ENT key.

The screen will display Vehicle Information (i.e., VIN Number and CALID).



operation instructions

Vehicle Information Continued:



Vehicle information is reported on the above screens.

Important Note:
Not all vehicles support this mode; depending on your vehicle, this information may not be available.

If the vehicle does not support this mode, the error message, "Not supported," will display on the screen.

Oxygen Sensor Information

In real time, oxygen sensors help determine if the air to fuel ratio of a combustion engine is rich or lean. Even though these oxygen sensors are located in the exhaust system, they do not directly measure the air or the fuel entering the engine.

How to view Oxygen Sensor Data

1. Press the ESC key.
2. Press the Down arrow key, select ***Oxygen Sensor*** (option 7) and press the ENT key.

Oxygen Sensor Continued:

Press the Up/Down arrow keys to select appropriate sensor.
If the vehicle supports this mode, appropriate information will display on the Oxygen Sensor Menu screen.

If the vehicle does not support this mode, an error message, "Not Supported," will display on the Oxygen Sensor Menu screen.

or

Oxygen Sensor CAN Protocol Screens

Oxygen Sensor
>Minmum sensor voltage for test cycle (calculated)
Maximum sensor voltage for test cycle (calculated)
BB600 | CAN OBD II

operation instructions

Below is a list of the abbreviated Oxygen Sensor Data.

Abbreviated Name	Expanded Name
RichToLeSeThV(Con)	Rich to lean sensor threshold voltage (constant)
LeanToRiSeThV(Con)	Lean to rich sensor threshold voltage (constant)
LowSeVFoSwTiCA(Con)	Low sensor voltage for switch time calculation (constant)
HighSeVoFoSwTiCa(Con)	High sensor voltage for switch time calculation (constant)
RichToLeSwTi(Cal)	Rich to lean sensor switch time (calculated)
LeanToRiSeSwTi(Cal)	Lean to rich sensor switch time (calculated)
MinSeVoForTeCy(Cal)	Minimum sensor voltage for test cycle (calculated)
MaxSeVoForTeCy(Cal)	Maximum sensor voltage for test cycle (calculated)
TimeBeSeTr(Cal)	Time between sensor transitions (calculated)
Sensor period(Cal)	Sensor period (calculated)

update instructions

The BB600 is currently not able to be updated. This option may be enabled, in the future, via the micro-USB port. Check website periodically for update information.

warranty & servicing

Limited One Year Warranty

The manufacturer warrants to the original purchaser that this unit is free of defects in materials and workmanship under normal use and maintenance for a period of one year from the date of original purchase. If the unit fails within the one year period, it will be repaired or replaced, at no charge.

This warranty does not apply to damage caused by improper use, accident, abuse, improper voltage, service, fire, flood, lightning, or other acts of God, or if the product was altered or repaired by anyone other than the manufacturer's service center.

Installation labor is not covered under this warranty. All replacement parts, whether new or remanufactured, assume as their warranty period only the remaining time of this warranty. The manufacturer, under no circumstances shall be liable for any consequential damages for breach of any written warranty of this unit. This manual is copyrighted with all rights reserved. No portion of this document may be copied or reproduced by any means without the express written permission of the manufacturer.

This warranty is not transferable.

To Use Warranty:

Contact our customer service at:
www.customerservice@bigbananatools.com

If the unit needs to be returned, a RMA# will be assigned and an address will be given. A sales receipt needs to be included with the package. This is required for proof of purchase.

Mail the item to the return address given and make sure to include the RMA# on the outside of the package.

appendix (a)

Abbreviated Name	Expanded Name
Fuel Sys1, Fuel Sys2	Fuel system 1 status, Fuel system 1 status:
CALC LOAD	Calculated LOAD Value
COOLANT	Engine Coolant Temperature
ST FTRM1	Short Term Fuel Trim - Bank 1
LT FTRM1	Long Term Fuel Trim - Bank 1
ST FTRM2	Short Term Fuel Trim - Bank 2
LT FTRM2	Long Term Fuel Trim – Bank 2
FUEL PRES	Fuel Rail Pressure (gauge)
MAP	Intake Manifold Absolute Pressure
ENGINE	Engine RPM
VEH SPEED	Vehicle Speed Sensor
IGN ADV	Ignition Timing Advance for #1 Cylinder
IAT	Intake Air Temperature
MAF	Air Flow Rate from Mass Air Flow Sensor
ABSLT TPS	Absolute Throttle Position
SECOND AIR	Commanded Secondary Air Status
O2S Location	Location of Oxygen Sensors
O2S11	Bank 1 – Sensor 1
O2S12	Bank 1 – Sensor 2
O2S13	Bank 1 – Sensor 3
O2S14	Bank 1 – Sensor 4
O2S21	Bank 2 – Sensor 1
O2S22	Bank 2 – Sensor 2
O2S23	Bank 2 – Sensor 3
O2S24	Bank 2 – Sensor 4
SHRTFT11	Short Term Fuel Trim (Bank 1 – Sensor 1)
SHRTFT12	Short Term Fuel Trim (Bank 1 – Sensor 2)
SHRTFT13	Short Term Fuel Trim (Bank 1 – Sensor 3)
SHRTFT14	Short Term Fuel Trim (Bank 1 – Sensor 4)
SHRTFT11	Short Term Fuel Trim (Bank 2 – Sensor 1)
SHRTFT12	Short Term Fuel Trim (Bank 2 – Sensor 2)
SHRTFT13	Short Term Fuel Trim (Bank 2 – Sensor 3)
SHRTFT14	Short Term Fuel Trim (Bank 2 – Sensor 4)
OBD2 STAT	OBD requirements to which vehicle is designed
PTO STATUS	Power Take Off (PTO) Status
MI Dist. Traveled	Distance Travelled While MIL is Activated

O2S W.R.	EQ_RAT11	Bank 1 – Sensor 1 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S1	Bank 1 – Sensor 1 (wide range O2S) Oxygen Sensor Voltage

appendix (a) contd.

O2S W.R.	EQ_RAT12	Bank 1 – Sensor 2 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S2	Bank 1 – Sensor 2 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT13	Bank 1 – Sensor 3 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S3	Bank 1 – Sensor 3 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT14	Bank 1 – Sensor 4 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S4	Bank 1 – Sensor 4 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT21	Bank 2 – Sensor 1 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B2,S1	Bank 2 – Sensor 1 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT22	Bank 2 – Sensor 2 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B2,S2	Bank 2 – Sensor 2 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT23	Bank 2 – Sensor 3 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B2,S3	Bank 2 – Sensor 3 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT24	Bank 2 – Sensor 4 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B2,S4	Bank 2 – Sensor 4 (wide range O2S) Oxygen Sensor Voltage
//24-2b 0x1d		
O2S W.R.	EQ_RAT11	Bank 1 – Sensor 1 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S1	Bank 1 – Sensor 1 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT12	Bank 1 – Sensor 2 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S2	Bank 1 – Sensor 2 (wide range O2S) Oxygen Sensor Voltage
O2S W.R	EQ_RAT13	Bank 2 – Sensor 1 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S3	Bank 2 – Sensor 1 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT14	Bank 2 – Sensor 2 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S4	Bank 2 – Sensor 2 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT21	Bank 3 – Sensor 1 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B2,S1	Bank 3 – Sensor 1 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT22	Bank 3 – Sensor 2 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B2,S2	Bank 3 – Sensor 2 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT23	Bank 4 – Sensor 1 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B2,S3	Bank 4 – Sensor 1 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT24	Bank 4 – Sensor 2 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B2,S4	Bank 4 – Sensor 2 (wide range O2S) Oxygen Sensor Voltage
O2S W.R.	EQ_RAT11	Bank 1 – Sensor 1 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S1	Bank 1 – Sensor 1 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT12	Bank 1 – Sensor 2 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S2	Bank 1 – Sensor 2 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT13	Bank 1 – Sensor 3 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S3	Bank 1 – Sensor 3 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT14	Bank 1 – Sensor 4 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S4	Bank 1 – Sensor 4 (wide range O2S) Oxygen Sensor Current
O2S W.R	EQ_RAT21	Bank 2 – Sensor 1 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R	B2,S1	Bank 2 – Sensor 1 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT22	Bank 2 – Sensor 2 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B2,S2	Bank 2 – Sensor 2 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT23	Bank 2 – Sensor 3 (wide range O2S) Equivalence Ratio (lambda)

appendix (a) contd.

O2S W.R.	B2,S3	Bank 2 – Sensor 3 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT24	Bank 2 – Sensor 4 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B2,S4	Bank 2 – Sensor 4 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT11	Bank 1 – Sensor 1 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S1	Bank 1 – Sensor 1 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT12	Bank 1 – Sensor 2 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B1,S2	Bank 1 – Sensor 2 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT21	Bank 2 – Sensor 1 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B2,S1	Bank 2 – Sensor 1 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT22	Bank 2 – Sensor 2 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B2,S2	Bank 2 – Sensor 2 (wide range O2S) Oxygen Sensor Current
O2S W.R	EQ_RAT31	Bank 3 – Sensor 1 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R	B3,S1	Bank 3 – Sensor 1 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT32	Bank 3 – Sensor 2 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B3,S2	Bank 3 – Sensor 2 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT41	Bank 4 – Sensor 1 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B4,S1	Bank 4 – Sensor 1 (wide range O2S) Oxygen Sensor Current
O2S W.R.	EQ_RAT42	Bank 4 – Sensor 2 (wide range O2S) Equivalence Ratio (lambda)
O2S W.R.	B4,S2	Bank 4 – Sensor 2 (wide range O2S) Oxygen Sensor Current

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